

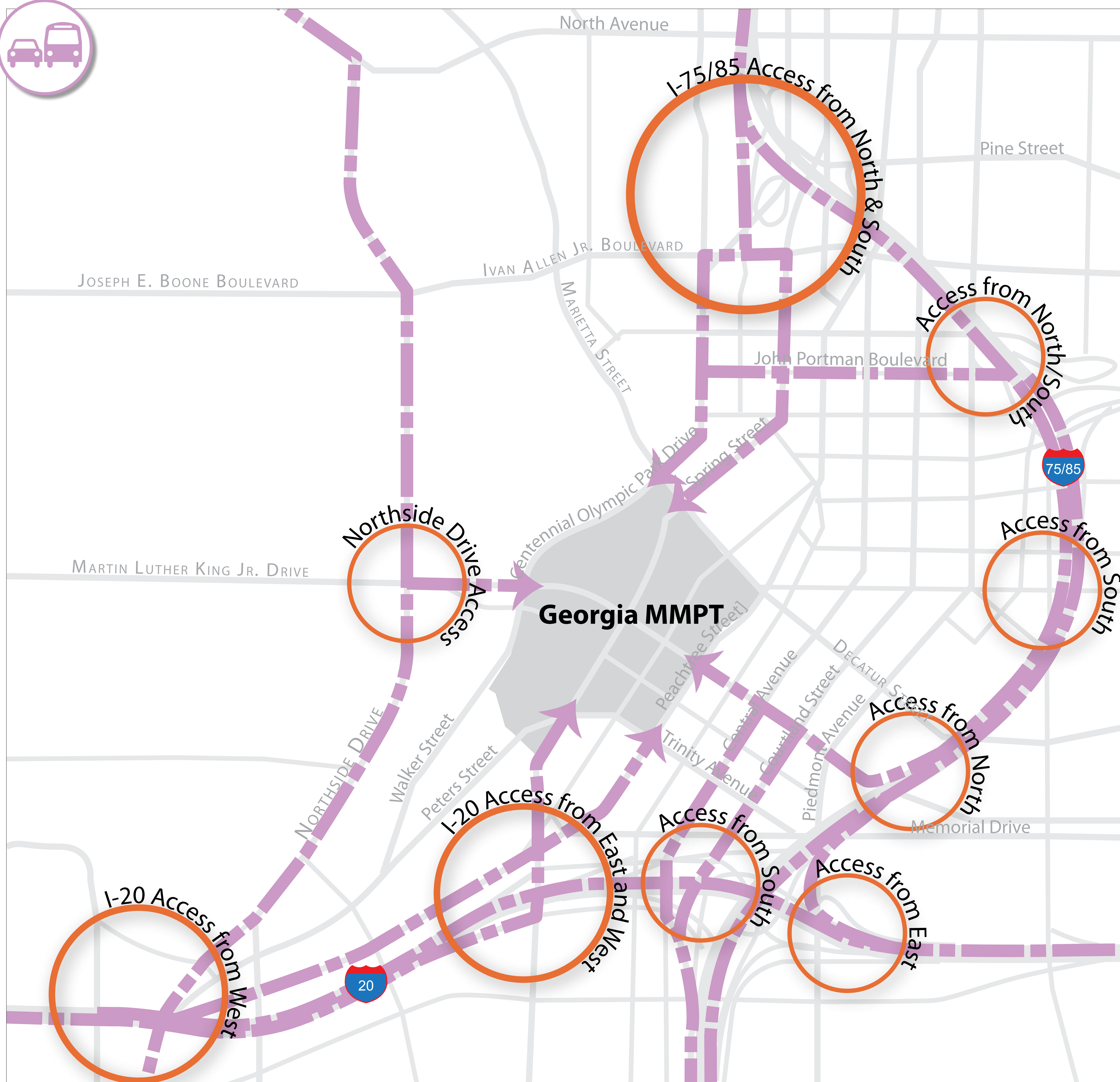
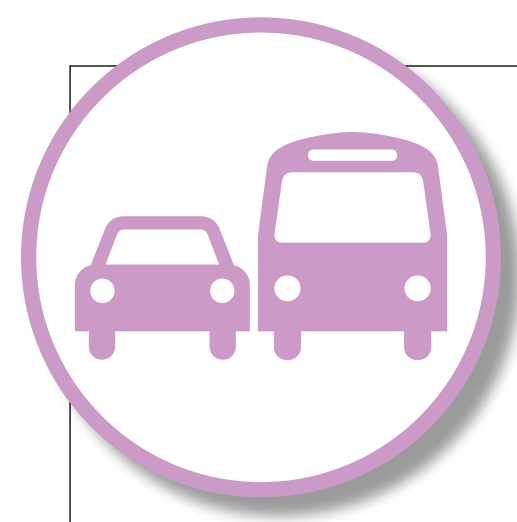
Grid Connections

- Improve connectivity into and through the study area
- Re-knit the grid to improve access for the surrounding neighborhoods
- Reduce block sizes
- Alternative North/South road to relieve Spring Street congestion
- Elevated grid to provide new “ground level”
- Two-way streets



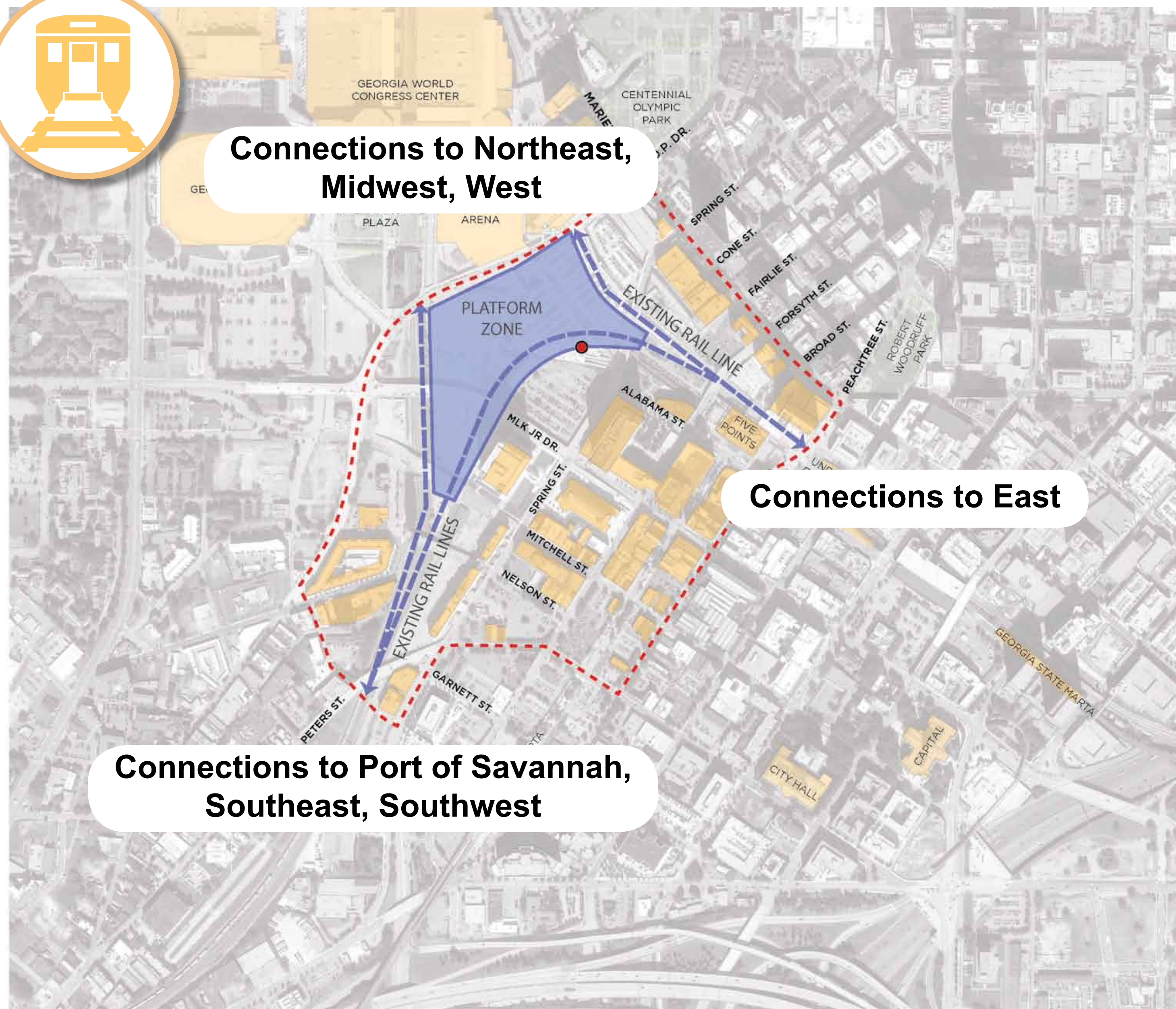
Pedestrian & Bicycle

- Clearly delineate pedestrian / bicycle circulation
- Connect to existing and planned pedestrian-oriented streets, bicycle routes, and open space (specifically the Green Line Plan)
- Use of multiple levels to facilitate pedestrian spaces and functions
- Incorporate bicycle facilities and amenities
- Two-way streets



Vehicular Access

- Identify the most direct vehicular access to/from major roadways while minimizing downtown congestion
- Enhance connections to planned and proposed projects
- Integrate local MARTA bus service with regional and intercity bus facility needs
- Provide adequate parking to support existing and future needs



Freight Rail

- Incorporate current and future Freight capacity needs into the terminal rail design



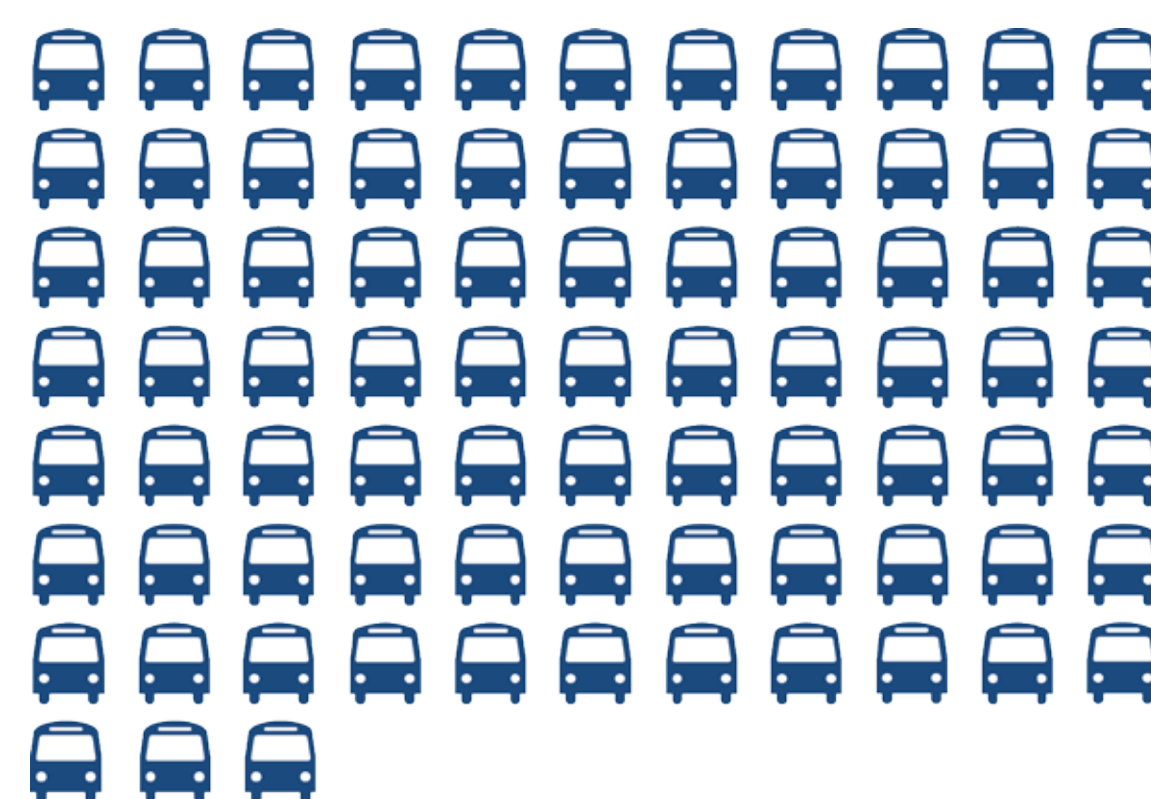
Passenger Rail

- Connect passenger rail to other modes of transit
- Link passenger rail to existing MARTA stations through physical connections
- Connection to Airport and the new International Terminal



Streetcar

- Connect to Concept 3 LRT projects and several proposed and under-design streetcar lines
- Provide boarding at street-level or with curb access
- Coordinate with the Atlanta BeltLine



Bus Bay

- Provide for regional, intercity, commuter, local, and charter bus functions (approx. 80 bus bays)
- Allow for the potential of articulated or double-decker buses
- Plan for future system improvements and growth



Taxi, Shuttle, Car Rental, and Kiss & Ride

- Define the programmatic and spatial needs of each
- Include adequate space for queuing areas for taxis and shuttles and rental car parking and facilities